YACHTS FAILED TO FINISH to direction at times. Merely a zephyr stirred the bunting of the fleet an hour

Expiration of the Time Limit

The Columbia Then in the Lend-Captain Barr Carries the American First Over the Starting Line-Shauroek Forces Ahead, but Soon Gives Way to Her Rival-Yankee's Maneuvre Across Green Boat's

NEW YORK, Sept. 26,-It looks as if the treasured Cop, wrested from English yachtsmen fifty years ago, will not take a voyage over seas this season. The attempt today at a race between the slip-pery Columbia and the lissome Shamrock Il demonstrated, in the opinion of many expert Yankee skippers who viewed the contest from the decks of attending steam craft, that the Herreshoff creation is the better boat in light weather. appeared, when the gentle breeze held true and did not favor one yacht more than the other, to be abler on the wind

and swifter in footing.

The Shamrock was somewhat sluggish in stays as compared with the alert Yankee defender. The wind, which never got beyond the dignity of what, according to the Beufort scale, would be called a light breeze—that is, eleven knots—shifted in a manner favoring the Columbia. There were other times when a shift or a full was distinctly favorable to the challenger, which on these occasions obtained a slight the honors were with the Columbia, and unless the Shamrock II develops better form she will have a hard time "lifting"

When the race was called off, because of the expiration of the time limit of five and one-half hours, the Columbia was about a mile ahead of the Lipton yacht and about seven miles from the finish. In the windward work of fifteen miles from the Sandy Hook lightship to a point down the Long Island coast, within easy sight of the shore, the Columbla beat the challenger by seven minutes

Fluky and huffy airs were the rule in the best. The marvelous and ghostlike way the defender sneaked through the Briton's ice and came up on her weather bow when the challenger happened to get to windward by good luck and man-agement, drew forth the admiration of the flotilla of patrols and astonished hundreds on the great visiting foreign fleet.

for glory. But among the fleet were the resplendent steam yachts in the 1 o'clock, or about an hour and three-t, representing men and women with quarters after they started on the race. world, representing men and women with millions. Conspicuous by her stout, short funnel and her square rig was Archibald liner of the picturesque sort. There were also J. Pierpont Morgan's Corsair, in which Commodore Lewis Cass Ledyard best of the luck, and the Columbia got saw the sea duel; August Belmont's little rigged Nahma, H. H. Rogers' swift Kana-wha, Col. Oliver H. Payne's Aphrodite, Howard Gould's Niagara, George Gould's Sybarite, H. C. Rouse's Lady Godiva. James J. Hill's Wacouta, Henry Walters' Nirada, James Eno's Gundreda, Charles Fletcher's Alvina, John R. Drexel's Sultana, Robert H. Ballantyne's Tuscarora, C. H. Billings' Surf, and F. J. Browne's

The great merchant steamships, pressed big side-wheelers of this and nearby ports were black with spectators who, because of the effective revenue cutter patrol, got only long distance views of the unfinished Some of the big craft that held ter W. Chapin, with the New York Yacht the Gay Head, chartered by the Atlantic Yacht Club, and jammed with humanity; the La Grande Duchess, on which the Larchmont yachtsmen made an effort to the Indian Harbor Yacht Club, and the North Star, carrying the Seawanahaka-

As the saighty wrestlers came out into the open the colossal liner Deutschland passed in, saluting. The gallant schooner yacht, Endymion, a record-holder for ocean crossing, in the splender of balloon jib and staysail, came plunging in through the swells, flying a homeward bound pen-She also dipped her ensign to the racers.

The Ynchts Cast Off.

After casting off their lines the Briton and the Yankee broke out their foresails and jibs. They had already hoisted mainsails and club topsails while in tow. No "muslin" ever designed set more perfect-ly than that of Shamrock II. It was of a w, gold-suggestive hue when the sun shone through it, and it looked as if it were carved from stone rather than the more fabric of a sailmaker. There was no doubt about it, the sails of the challenand her graceful hull shimmering like polished copper, made her look decidedly wicked. But the patriots had seen such isions before and they were unafraid.

After even the smallest of the flotilla

entributed her murmur of propeller or paddle to the general thrashing and ashing of swells, and everybody was impatient for the gladiators to enter the arena, bunting fluttered from the signal alvard of the two-stacked ocean tug Navigator, the regatta committee's boat, anchored about south by east of the light-Then the crowded excursion boats dipped their guard rails under and all hands crowded to the sides nearest the yachts, now maneuvring back of the line. Captain Charile Barr, of the Columbia,

showed that he was quite equal to Captain Sycamore as a jockey. When the starting gun boomed the skippers were or the weather berth in crossing Shamrock II forced the Columbia over th line a moment before gunfire, and in doing so went over herself. Both rachts were They managed to get back, and this time Barr was cleverer than the

Both yachts were on the part tack. I was difficult to tell, because of the vary-ing angles of view from following craft, which of the contending ships had the advantage. The course was east by north, from which point the breeze was the making an effort to blow about ten knots.

It was seen after a series of tacks by h yachts that the Columbia had weathered her antagonist. She went on the port tack about forty minutes after the start. end crossed the Shamrock's bows and about 150 yards ahead of her. The breeze was puffy and variable as

Tickets good leaving Washington 7:05 a. m., striving Buffalo 9:15 p. m. same day. Good to return within seven days. Through parlor cars. limitar excursions October 10, 16, 22, and 31. Soute via Philadelphia, thence Lehigh Valley.

the port tack. She swung lazily back on the other tack again, and went wind-hunting in toward the Long Island shore. Found the Race Still On. She got a breeze and tacked on the weath r bow of the Columbia, which also went In several tacks following the Columbia

pparently to the Iceward, plainly out-ooted the Lipton yacht. A shift of the and almost to the southeast helped the the press boats may be trusted. The tai-Bows-An Unsatisfactory Contest. ent abeard the Shamrock decided to another itb topsail. It was merely a trifle larger than the first, and did not affect

got in irons, making an effort to go on

The Columbia and challenger were then eading for the outer mark on the starboard tack. The breeze had dropped to about four knots and the Columbia indolently around the mark. Her boom swung off slowly to starboard at 3:00:22, and she broke out her immaculate balloon jib topsail. The floating multitude let out all the lung power it had, the sirens screamed, whistles roared or screeched, bands played and cannons punctuated the proar. As it was by a large majority distinctly a Columbia crowd there was much jubilation mingled with the riotous

The procession courteously waited for the challenger to round the mark, which she did at 3:12:47, or seven minutes and fifteen seconds astern of Columbia. The talent on the Shamrock II was a long time getting out a larger jib topsail. It was thought she would set a balloon, but astead she set a reaching fib topsail.

The decision to do this was wise, as the wind began to asume a southwesterly tendency, and Columbia soon doused her west and a further dropping of the breeze indicated to the fleet that there was little or no chance of the yachts finishing within the time limit. The signal telling that it had expired and that the race was off set propellers and paddles going in the only real race of the day-the race for the Narrows. And tug skippers who had been longing for chances to get at other skippers "hooked up" and had it

out for twenty miles or more.

The race was an unsatisfactory from every point of view. The wind, from the time of the start and until the race blowing cast by north at the start, and about eight or nine knots an hour. For about fifteen minutes there was every prespect of a good, quick race, but then it backed about a point and a half, and the management of the race today was and screws that decorously and at a proper distance churned the waters off the Hook inic a znowy ferment, was not so large, perhaps, as on some other occasions when Titanic single-stickers tracks. ward, managed to keep the Shamrock under his ice until a few minutes before

The wind in the meantime had been hauling and backing, first a point one way and then a point another, and while best of the luck, and the Columbia got her share today. A few minutes before the Scout, A. J. Drexel's Margue-Mrs. Robert Goelet's brigantine-d Nahma, H. H. Rogers' swift Kana-was very light, and there was every indication that it would haul more to the

heading to the south, was evidently looking for this shift. The Shamrock tried to follow, but after coming up in the wind she got in irons and was hung up for a tags E. D. Morgan, her managing owner, couple of minutes in a flat, calm spot.

She had just filled away to stand after
the Columbia when a better breeze was

"I am not all fearful for the result of meet it. Again the Shamrock was hung up in the same caim spot, but she finally had expired and the Shamrock was far filled away on the starboard tack and, behind. He said:

"We can beat that bronze bottom—beat."

give a fair idea of the condition of the a boat good enough to lift that cup. but the Columbia had lost, and when the Shamrock tacked off shore again she when she caught a fluke off shore all to crossed the Columbia's bow and took the eather position. They went on for another hour with the Shamrock keeping between the Columbia and the weather

er and each was handled well. Just ce fore 2 o'clock the wind hauled again to ward the south and the Columbia, just as she was tacking to head to the southward, got the shift first and was enabled to again take the lead, which she held until the race was declared off.

The maneuvring at the start was very clever and honors were about even when they went over the line. Just before the boat to leeward of the Columbia and was able to force the Columbia across the line, but in doing so the Shamrock crossed also. The line, however, was long enough for the two boats to wear off and cross back and then luff and get over again before the handicap time.

When they crossed the second time the Columbia was in the lead by twelve sec onds, with the Shamrock on her weather quarter, but in pinching up to get the weather position Shamrock's headway had been checked and the Columbia was moving much faster. The boats were so close together that the wind, drawing out of the Columbia's sails, was backing the headsails of the Shamrock, and although the Shamrock was to windward, her position was not a good one, and this is shown by the fact that Captain Sycamore took the port tack as soon as the Sham-rock was over the line, in order to get away from the Columbia. The Columbi

followed on this tack half a minute later. Work at the Start.

as during the first fifteen minute that the Shamrock showed her best suffing of the day. She footed very fast and lumbla. After fifteen minutes' sailing it looked to those astern of the yachts a if the Shamrock, by tacking, would cros the Columbia's bow, but just then th wind backed so that the Columbia header up at least a point and a half and got a good weather position. Captain Sycamore was criticised for sailing his boat in a light breeze with sheets so flat that she was simost dead, and it was thought by many that if they had been started just a little, in order to give a bettter chance to the sails the Shamrock would hav made a better showing in the light air. In light breezes such as prevailed toda; the Shamrock does not seem to be match for the Columbia. Turning t windward the two boats were very clos together all day, but when the wind shift-

\$1.25 to Baltimore and Return vi B. & O. Saturday and Sunday,

ty in Lumber Always sold ready to use, at 6th at, and N. Y. ave., and 12-

to direction at times. Merely a zephyr ed so that they were able to lay their stirred the bunting of the fleet an hour course to the outer mark the Columbia slowly but surely forged ahead and on the reach home improved her lead by anand a half after the start. Shamrock other half mile.

Sir Thomas Lipton and his friends on the Shamrock have asserted that they want a ten to twelve-knot breeze to make their boat do her best, and from the few minutes' ra-ing at the start when there was a nice sailing breeze it looked as though Shamrock will be better in a

Today's trial told very little. It was too full of flukes and fizzles to be at all reliable, and possibly when the two boat meet again and have a steady true breez a different story may be told, but tenigh when these who had seen the attempt to make a race returned home, the bin's stock had gone way up, and it was freely predicted that the cup would stay here for some time to come. The table

 Start.
 Turn.
 Time.

 Jacht.
 H. M. S.
 11. M. S.
 <t

SIR THOMAS UNDISMAYED.

His Faith in Shamrock II Not in th Least Shaken.

NEW YORK, Sept. 26.-Sir Thomas Lip ton's faith in Shamrock II was not shaker in the least, and on his steam yacht Erin, from which he saw the contest, he de clared after the yachts had ceased racing that he was just as confident of lifting the cup as he has been all along.

"I really do not see what I can say, he remarked. "The wind, as usual, wa very erratic and rarely to be depended on. When the wind did come along, much depended on where the yachts happened to be, whether they would get it or not balloon and substituted a reaching jib it was such a wind that it was no test topsail. A further shift to the south of of sailing, and I am every bit as hopeful of sailing, and I am every bit as hopeful as I was before that the Shamrock will

capture the cup.
"Nothing could have been better than the way the Columbia was handled. I never saw the work of the Columbia sailors in today's race excelled. It was mag-

morning that it was not a Shamrock day. There was a big sea on and a light wind. I remarked this several times before the race began, and so it turned out. If a boat gets anchored up in a caim it is impossible for her to make any kind of a was declared off, was baffling. It was showing. But there is one thing I would

> came aboard the steam yacht. He had the following to say about the race:

> "I must say I am both surprised and pleased at the excellent manner in which the course was k pt clear. I hope it will Of course, the cay was a poor one for racing on account of the flukes."

> Mr. Watson said: "I am very well satisfied with what the boat did today. Whenever she had a breeze of any strength she did exactly as I expected her

Capt. Charles Barr, of the Columbia, southward.

Shamrock II in Irons.

Captain Barr tacked the Columbia, and, heading to the south was evidently look.

expected her to, replied: "I have nothing to learn about her."
After the Columbia reached her moor-

coming off the shore and Captain Syca-more tacked ship again to stand in and Capt. Phil Ellsworth, the designer, was confident and gleeful after the time

getting a little streak coming off the getting a little streak coming off the lit off her any day. We can beat her in the lit off her any day. We can beat her in the little streak coming of the little streak coming off the little streak coming of the lit At the same time the Columbia was any kind of weather and we can bent her heading south and the yachts were not on any course. Sir Thomas Lipton is a more than half a mile apart. This will mighty nice man, but he has not yet built wind during the race. Captain Barr was the Columbia beat her into the wind, beat forced to stand in after the Shamrock, her in stays, and beat her in the free but the Columbia had lost, and when the run. The only time she had a chance was

> LONDON PAPERS DOWNCAST. Disappointment Expressed Over the

Shamrock's Performance. LONDON, Sept. 26.-Apart from the disappointment over the unsatisfactory condusion of the yacht race, the morning ewspapers are somewhat downcast over Shamrock's behavior. One or two, like the "Standard," hold that nothing has een proved as to the respective merits of the yachts, but none of the papers is

hopeful.
The "Times" says that of the Shamrock likes a fair breeze and a quiet sea, yes-terday was not ner day, and from this her sympathizers can draw such consolation for her apparent reverse and such

hope as best they may. The "Morning Post" doubts the wisdon disappointed that the Shamrock did not had passed. Since reaching do better when close-hauled, but finds Root has been outside his hou do better when close-hauled, but finds consolation in the fact that she drew up on the Columbia when there was really

The "Telegraph" says that if ever there was a moral victory it was gained by the Columbia. It adds: "Shamcock's failure, for failure it was, is exceedingly disappointing"
The "Chronicle" says: "The Columbia showed distinct superiority in weather

which was supposed to favor the Shamrock. If the latter cannot improve or yesterday's display we fear that the Cup not likely to leave America. The "Daily Mail" says it is impossible to form a definite opinion regarding the

INTEREST KEEN IN LONDON.

relative speed of the two boats, but it is

The Progress of the Yachts Fol. lowed With Engerness.

LONDON, Sept. 26.-There was much interest displayed here in the yacht racein fact, it may be said, that there was excitement over the contest. All the af-ternoon papers issued special editions at intervals until the race was declared off transparencies giving details of the race

Some rival newspapers adopted novel means for announcing the progress of the two yachts. One of the papers chartered two electric lauches running on th Thames. These were outlined respectively with green lights for the Shamrock and red lights for the Columbia. They ran to and fro between Black Friars and

B. & O. Week End Country Trips. Tickets sold Saturdays and Sundays, for return until following Monday, at reduced rates, from Washington to Charlestown, Frederick, Annapo-lla Junction, and intermediate points.

Prompt Lumber Delivery always by

Westminster Bridges, showing varying SIX WORKMEN MEET DEATH positions corresponding with those of the yachts as cabled here. Immense crowds

all the evening.

The clubs and hotels were througed with men watching the tickers, while the vary-ing positions of the racers were announced between the acts at the theatres an nusic halls. Some of the latter illustrated the progress of the race by means of

AN EXPENSIVE TROPHY.

n the embankment watched the launche

Contests for Yacht Cup Have Cost Nearly Ten Million Dollars.

NEW YORK, Sept. 26.-The America' up is the most expensive trophy the world has ever seen. Originally costing lay of nearly \$10,000,000. On this side of the Atlantic nearly \$5,000,000 has been spent in defending the trophy, and the cost of the challengers has been almost as great. In addition to this direct expense, it is estimated that the people of this country have spent about \$3,000,000 in seeing the international races, and close to another million will be spent in the same way within the next two weeks.

The cost of keeping the Cup on this side of the Atlantic has been commensurate with the growth of the country. most interested in retaining the trophy the members of the New York Yacht Club, feel that no outlay is too great when the yachting supremacy is at stake It is estimated that it cost Commodore Stevens and his associates \$75,000 to bulld the America, and make their memorabl voyage to England. Little did they think as they sailed back across the Atlantic with the Cup in the America's cabin that as they sailed back across the Atlantic with the Cup in the America's cabin that they had earned for themselves lasting fame in the yacht racing history of the world, or paved the way for the greatest series of races the world has ever seen. The cost of defending the Cup in the first race in the lower bay, in 35%, against the Cambria, is estimated at \$50,000. With the coming of each challenger struct that time the cost of retaining the Cup has increased, at first slowly, but in recent years so rapidly that it is now measured by the hundreds of thousands of dollars. In figuring the expense of defending the Cup, the cost of all the candidates for the honor of guarding the trophy must be taken into consideration, as well as the expense of maintaining the successful candidate.

In defending the Cup this year the cost not only of maintaining the Columbia in commission this summer, but the amount expended in building and keeping in commission both the Constitution and Independence must be reckoned. In round numbers these two boats have cost \$60,000, and another \$50,000 can be added for the maintenance of the Columbia. This would swell the figures of defending the Cup this fall to \$50,000, and does not take into consideration the money spent by the people desiring to see the races, and who will follow the yachts over the course each race.

LI HUNG CHANG BETTER. The Aged Diplomat in About His

Normal Health. PEKIN, Sept. 26 .- Li Hung Chang has about recovered his normal health. He has resumed his administration of provincial and other affairs. Today he sent a representative to inspect the railway by which the court will return to Lukao-chow, from which place chairs and carts will be used to bring the Emperor and the Downger Empress and their retinues to the northwest gate of Pekin. Li Hung Chang says that the Court will arrive on the new year day, which falls

A LITTLE GIRL ENTERTAINED. The Duchess of York Plays Hostess

for a Small Guest. pers of the party were well and were de

lighted with the trip.

The people of the West are giving a typical welcome and unquestionable loyal receptions are the order all along the line. At Screiber, Ont., the royal train stopped for ten minutes and the town's whole population was at the station. The chil-dren were massed on the station plat-form and sang, "The Maple Leaf For-

ever." They cheered for the visitors. Kathleen Walker, six years old, gowned in white, presented the Duchess a handbouquet. The Duchess received the child in a most gracious manner, and showed her over the royal carriage. This second day's tour through the great

MR. ROOT'S HEALTH WORSE. An Operation for the Removal of Boils Discussed.

NEW YORK, Sept. 26.-The health of Elihu Root, Secretary of War, which has been poor for some time, has been such for the last few days us to confine him operation to remove a number of boils which have been troubling him was dis-

Not long ago he underwent an opera his health improved as a result, but recently it has not been so good. The Sec retary came from Washington last Friday to be with his son until after the crisis in the boy's attack of tychoid fe

or twice. The turning point in the from which Mr. Root's son has be is expected today or tomorro has been a steady improve condition and there is eve of a quick recovery.

It was expected that Mr. Root turn to Washington after the sured, in order to consult with Roosevelt, but his own health as to make the date of his re-ful.

LOOKED ON LINCOLN'S The Casket of the Marty dent Chiseled Op

SPRINGFIELD, III., Sept. 3 Lincoln's casket was chiseled open today lighteen persons gazed upon the features of the long-dead martyred President and great emancipator and then the casket olding all that was mortal of the honored dead was finally taken away for the

Previous to today the casket was removed from its resting place tweive times while this made the thirteenth. Each re noval was thought to be the last. Now it an occasion for disturbing the resting clace, which is inside an iron cage em bedded in a huge block of cement beneath the tomb of the Lincoln monument in Oak

Ridge Cemetery.

The monument commissioners and the Lincoln guard of honor were those who looked upon the face of the martyred President. They gave out a statement that the body was in a good state of preservention.

\$1.00 Excursion to Frederick, Hag

Finest Fishing Near Washington Best Cypress Shingles only \$5.75 per

A Double Catastrophe at a Gas Works in Newark, N. J.

Cleaners Who Entered an Oil Tank Asphyxiated by the Fumes-Would-be Reseners Killed by an Explosion-One Dend Unidentified.

NEW YORK, Sept. 26.-Six men were killed and six or seven were more or less severely burned or bruised by the explo sion of a big oil tank at the Front Street n Newark, N. J., this afternoon, Just how it occurred is a matter of specula-tion, but it developed great heroism on the part of four of the victims.

The dead are: NICHOLAS MILLER, forty-five years old, New ALBERT SNYDER, twenty-two years old, 343

ourth Avenue, Jersey City.
OTTO NEUMANN, a day foreman, twenty-seven
rears old, of 75 Clay Street, New York.
WILLIAM MYERS, forty-five years old, of Har-MORRIS KIRSCH, thirty-five years old, of Cen-tral Avenue and Norfolk Street, Newark. Unidentified woman, was suffocated by the gas of the tank.

The tank, which was about thirty feet in diameter and twenty feet high, was used for volatizing crude oil for enriching illuminating gas, and it was necessary to empty and clean it at intervals, but orders were issued that the manhole at the top should be left open for a fort-night so as thoroughly to ventilate the tank before men should enter it.

P. Dusenberry, secretary of the gas company, this rule had been disobeyed, and one of the cleaners entered the tank after It had been open less than six hours and without tying a rope around his body, as another regulation of the company de mands, he was instantly overcome by the naptha fumes, and another workman, without a rope, went down into the tank to rescue him. He, too, was overcome, and a third man, disregarding the waraings of his comrades, went down after the

Theodore Bunker, the superintendent, arrived at this moment and went to the top of the tank with two men who had long ropes attached to their walsts. At the same time several men were cutting the heads from the rivets holding one of the plates, at the lower edge of the tank, for the purpose of letting the heavy vapor flow out.

It is supposed that a spark from a chisel set fire to the gas in the tank. There was an explosion which rent the tank and blew off its too. Bunker and his two companions were blown into the yard and badly burned by the flames arose. Other workmen were knocked down, burned and bruised by the explo-sion, and one man was thrown into the

Firemen, policemen, and ambulance flames were quickly extinguished, while both firemen and policemen attended to the injured and recovered the bodies of the dead from the ruined tank. Six bodies were recovered and five were

identified. One of the dead, Nicholas Miller, was a foreman at the gas works until about a year ago, when he opened a grocery store in the neighborhood. He had been quickly told of the asphyxiation of the hree men and hurried to the works and had taken an active part as a volunteer rescuer. He was instantly killed by the

RUNNIE, Manitoba, Sept. 26.—The royal train bearing the Duke and Duchess of Cornwall and York with their party passed through here this morning. All members the top of the tank in an outburst of Theodore Bunker, the superintendent,

Among the other injured was Salvatore Niccitro, of 8 Adams Street, who was blown into the river and was rescued by boatman. He was badly bruised and

GENERAL WOOD IN CUBA.

Changes to Be Suggested in the New

HAVANA, Sept. 26.—Governor General Wood has returned from the United States. He says that he will suggest he will send to the Constitutional Convention. These changes refer to the super-vision of the elections, which the convention has given to itself which super new government is, according to General Wood, the prerogative of military govern

Another important change refers to the prominent delegates maintain that the ovention is disposed to make any changes that the military government thinks advisable.

At a recent meeting of the Merchants' Union it was decided to organize a large mass meeting and a procession which is to deliver to General Wood a petition praying that certain concessions be made to Cuba's commercial interests, and also that a commission be sent to Washing-ton to lay before the Government the pressing needs of the island and to that remedies be applied.

LEAPED FROM A FAST TRAIN. Dramatic Suicide of a Well-Known

Music Teacher's Wife. NEW YORK, Sept. 26.-Mrs. Avahel Brockway, the wife of Howard Brockway, a well-known music teacher of this city, committed suicide this afternoon by jumping from the rear platform of the Southwestern limited express of the Del-aware and Lackawanna Railroad, near

Crugers, N. Y. The train was traveling

woman was instantly killed. Mrs. Brockway was a daughter of Otis Boise, professor of harmony at the Royal Conservatory of Music, Berlin, until a few weeks ago, when he came to this country to accept a similar place in the Peabody Institute, of Baltimore, one of the largest musical colleges in this country. Her husband, who is regarded as one of the most successful music teach ers in this city, had his studio in the

Mrs. Brockway, her daughter, her sister and her mother-in-law had spent the summer at their country home at Bridgewater, N. Y. For several weeks Mrs. Brockway had been in ill health, sufferng particularly from fits of nervousnes Ocean Steamship Movements.

NEW YORK, Sept. 28.—Arrived; Deutschiand, Hamburg; Servia, Liver-pool; Diamant, Rotterdam, Arrived out; Columbia, from New York at Plymouth.

Vin Pennsylvania Railroad. Pan-American Exposition eccursion, Special train will leave Washington 8:09 a. m., Wednes-day, October 2, tickets limited to seven days, in-cluding date of sale. Similar excursions October

00, and full size, 6 by 20, at 6th and N. Y. ave. Libber & Co.

TO ACCEPT INFORMALLY.

Seth Low's Speeches Not to Outline His Policy.

NEW YORK, Sept. 26.-Seth Low, the choice of the anti-Tammany conference for the nomination for mayor, will receive his first notification of the nomination tomorrow evening, when a committee of members of the Citizens' Union city convention will call on him at his home and inform him of his selection by that organ-Mr. Low will make a short speech o

acceptance. He will not attempt to go very much into details as to his plans and policies in this address. His friends ad-vised him that he will have to make three speeches of acceptance anyway, and pos-sibly more; and it will be better for them to be practically informal. Hugh McLaughlin, leader of the Kings

County Democracy, said today in one of the pithy comments on political affairs for which he is noted, that "those who nominate Nixon for mayor can nominate the comptroller." Just what the Kings County veteran meant by his remark he left to his hearers to guess.

Tonight the opinion was general among the members of the Democratic Club that Mr. Croker was as much opposed to the nomination of Coler as ever, and that he was anxious to bring about the nomina-

tion of Lewis Nixon, the shipbuilder.
The conference committees of all the fusion forces in Brooklyn will get towli. make up the full slate, which will be ratified in turn by the various conven-

ions next week. The district leaders of the Chicago Platform Democracy, which was organized several years ago to uphold the doctrines several years ago to uphold the doctrines of the Chicago platform, held a meeting tonight at which Dr. George W. Thompson and Melvin E. Palliser were appointed a committee to confer with Richard Croker in regard to the nominations to be made for mayor and other officers by Tammany Hall. The Chicago Platform Democrats and the Bryan men want to vote for the Demorates are to the towillae parted, and considerable difficulty was experienced in attaching the steel hawser. Finally, the engines of the Merrimae were repaired so that she was cratic ticket, and yet they do not wish under her own steam, and this fact was

Chicago Platform Democrats is that un-less Tammany Hall nominates a man of had gone within hailing distance of the less Tammany Hall nominates a man of independent tendencies, not affiliated with the organization, and not known as an organization man, a man who supported the Democratic ticket in 1909 and a man of excellent reputation in the city, the ticket will be thoroughly beaten at the polls. We understand that a number of district leaders of Tammany have told Mr. Croker that it is necessary to select a prominent Bryan man of independent record, and that, in their opinion, this is had gone within halling distance of the flagship. Notwithshanding all this, the had commander of the Yale admitted that he made no report to Schley concerning the information he had received at Cape Haitien or regarding the operations before Santiago.

He gave as his excuse for this failure the fact that he had officially reported to Captain Sigsbee all the information that he had, and that Captain Sigsbee had gone aboard the Brooklyn. He sup-

day is a defence of free speech. He says:
"Some of the Republican papers are suggesting limitations upon the freedom suggesting limitations upon the freedom of speech as a cure for anarchy. The editor of The Commoner has as much reason as any living man to know of the abuse sometimes heaped upon candidates for office. He has been the victim of as much malice and vituperation as have ever been expressed against an American, and yet he is opposed to placing any additional restriction upon the freedom of ditional restriction upon the freedom of speech or the freedom of the press. It is time for liberty-loving citizens to protest against the attempt to suppress free

of the press. Let us not make the mis-take of undermining our institutions told that it was because the Brooklyn under the delusions that we are thus protecting those institutions. Free speech and a free press are essential to a free

party or to surrender to them. He is aware of the fact that the Republican organization did not look with favor upon his candidacy; he was thought too independent. If he is independent and does charges against Schley. his own thinking, he will allenate those gentlemen who insist upon controlling litical affairs in their various sections. There is one question which President Roosevelt will have to meet upon which his ambition. If he is going to cck another term he will find it difficult to an-

tagonize the great corporations which are rapidly securing a monopoly of the na-tion's industries, for the trust magnates are influential in Republican conventions and their contributions are helpful dur-

President Roosevelt has reached the parting of the ways; which road will he

H. CLAY EVANS TO STAY. President Roosevelt to Retain Him

as Commissioner of Pensions. CHATTANOOGA, Tenn., Sept. 26.-Some of the closest friends of H. Clay Evans Chattanooga, have received positive in ormation from Washington that President Roosevelt intends to retain him as the head of the Pension Bureau through his callers President Roosevelt has already clearly intimated that Commission er Evans will not be removed, and that

er Evans will not be removed, and that he will oppose as McKinley opposed, the reduction of the representation of certain Southern States in Congress.

Friends of ex-Representative Peters, of Kansas, lasve asked President Roosevelt to remove Evans and appeint Peters, on the ground that they believed President McKinley intended to do so, President Roosevelt quietly learned that the late President had no such intention, but had told triends of Peters that if Evans should retire Peters might be appointed.

MRS. M'KINLEY IMPROVES.

A Slight Change in Her Condition for the Better.

CANTON, Obio, Sept. 26 .- Mrs. McKin ey continues to show slight improand to give indications of her ultimate restoration to her usual condition. She continues to hold her own, but does not eem to gain much strength.

e spent considerable part of the day n the open air, going as usual to the emetery in the morning and for a ride a the afternoon.

The McKinley Memorial Association, lesigned to raise funds for a monument, was incorporated today.

\$1.25 To Baltimore and Re. \$1.27 Tirkets on sale Saturday and Sunday, Sers and 29, limited to return until Monday ember 30. All trains except Congressional

Flynn's Business College, 8th and K iness, Shorthand, Typng-\$25 2 year. Cars and boats loaded with Lumber free and dressed sheathing, \$1.20, at 6th and N. Y. ave. DID NOT INFORM SCHLEY.

Captain Wise Admits That He Omitted to Make a Report.

Important Facts Regarding the Blockading Fleet Not Communieated - Thought Sigsbee Would Submit Them-Short Session Held.

sterday was a brief one, but it developed the fact that Captain Wise, who commanded the auxiliary cruiser Yale, had failed to report to Admiral Schley the information which he had received from the Navy Department, and also the rehis reconnoitring for a week beore Santiago. Under cross-examination inptain Wise was himself forced to make

At Cape Haitien Captain Wise had been the Navy Department had reason to be-lieve that Cervera was in Santiago, and was directed to so inform all American vessels, and that the flying squadron was en route for that port to establish a blockade. This was on May 23, and he arrived off Santiago May 22. From that date until he overtook the Flying Squadron in the retrograde movement from Santiago, his ship, in company with the St. Faul, the Harvard and the Minne-apolis, had been cruising off Santiago and had run past the harbor. When he came up to the Flying Squadron he was di-rected to take the disabled collier Merrimac in tow, and was advised that the

destination was Key West. cratic ticket, and yet they do not wish to support Tammany Hall absolutely.

Mr. Ballies, in speaking today of the situation, said:

"The consensus of opinion among the rimac. Once, Captain Wise admitted, at

prominent Bryan man of independent record, and that tapfain Sigables the only way in which the victory can be won."

FREE SPEECH AND ANARCHY.

Mr. Bryan Expresses His Views in Record Control of the Brooklyn He supposed that he would advise Schley fully. He said he had been deterred from reporting his information by reason of the fact that his vessel had been ordered to take the Merrimac in tow.

Mr. Bryan Expresses His Views in

"The Commoner."

LINCOLN, Neb., Sept. 3.—Mr. Pevan's leading editorial in "The Commoner to-day is a defence of free speech. He says:

"Some of the Republican papers are suggesting limitations upon the freedom gone aboard the flagship with despatches and that while there Sobles had told him.

William C. Gray, a marine, was called yesterday and testified that he was in one of the engine rooms of the Texas speech. The warfare must be against an-archy, not against freedom of speech. and that the engine was reversed during the first hour after the Spanish ships archy, not against freedom of speech.

"Anarchy is a European product, and thrives most where there is least freedom thrives most where there is least freedom been impressed upon his mind because he

was bearing down upon the Texas. The only other witness of the day was Lieut. Spencer C. Wood, who commanded the Dupont. The principal characteristic Mr. Bryan has one word of advice to of his evidence was his precision as to President Rossevelt. It is, not to be a the exact onte and moment when certain candidate for re-election. He says: things happened. He told the very mo-ment when he made certain movements, "If he intends to appear before the next Republican convention as a candidate, he without hesitation, and such promptness must prepare to fight the bosses of his that it indicated that he had been study-He is ing his statement carefully, or taking memory. His testimony did not seem to spatches from Sampson to Schley at Clen-fuegos, where he arrived on May 22. He insisted and reiterated the statement sevhe read them, that he walked up and

down in his cabin and kept asking him concerning Sampson's plans. He did not know what the despatches ontained, but he "gathered" that the information was important. He was still upon the witness stand at 12:45 o'clock, when the Court adjourned to attend the neral of Judge Wilson. The attendance at the session yesterday was somewhat less than usual, owing, probably, to the

fact that the hearing was to continue but short time scout Yale (the American Line steamship just begun to give his testimony Wednesday, was called as soon as Alfred B. Clayton, formerly a warrant machinist on the Texas, had verified the report of his pre-

vious testimony. Captain Wise described the experience of the Vale in towing the collier mac when that vessel started with the others of Schley's squadron from Santiago for Key West. In obedience to Commodore Schley's signal from the Brooklyn, made when the Yale joined the squadron and before the witness had a chance to ommunicate with the commodore, the Yale had taken the Merrimac in tow. fingship signaled asking if the Yale had coal enough to reach Key West, and an affirmative answer was returned. the flagship asked how fast the Tale could tow the Merrimac, Captain Wise replied, "Nine knots or faster, if the tow line holds." At 11:30 o'clock that night (May 35) the tow line slipped on the Morrimac. After "a good deal of delay" a steel hawser was obtained and was finally made fast at 1 o'clock, May 27. Then, the witness said, he suggested to the flagship that the Merrimac could steam five or six knots by her own engines and asked if he should cast off. The answer was "No." That evening the column stopped to let the Texas and the Marblehead coal fro he Merrimac. Captain Wise said also that on the morning of May 28 he was asked by the flagship how much coal he and and replied that he had two days supply for full steaming and four days

or moderate steaming. Mr. Hanna then read to Captain Wise a statement from Admiral Schley's writ-en defence to the Senate Committee on Naval Affairs to the effect that he had

To "Old Point," Norfolk, Va. Beach, Ocean View, and Newport News, via Norfolk and Washington steamer, Saturday, 5:36 p. m. Round trip, \$3.50, For staterooms, 'physic 2250, general ticket 6ffice, Bond building, 18th st. and N. Y. ave.

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